CLAIM AMENDMENTS

1. (Currently amended) Heat exchanger arrangement on a front carrying structure of a motor vehicle, the front carrying structure having a passage orifice for a cooling-air stream, which extends in a vehicle transverse plane and is delimited on two mutually opposite sides by wall regions of the carrying structure, the wall regions belonging to a deformable zone of the front carrying structure, the heat exchanger arrangement comprising a heat exchanger module which largely overlaps the passage orifice and which is mounted on the front carrying structure in such a way that, in the event of a head-on collision subjecting a region of the passage orifice to stress, said heat exchanger module, while absorbing impact energy, co-operates reinforcingly with the wall regions of the carrying structure, wherein respectively associated end regions of the heat exchanger module are received in guides defined by the carrying structure ~~are adapted to~~ so that the guides engage around ~~respectively associated~~ the end regions of the heat exchanger module received in the guides.

2. (Previously presented) Heat exchanger arrangement according to Claim 1, wherein the heat exchanger module is arranged in front of the passage orifice and said end regions project beyond the passage orifice.

3. (Currently amended) Heat exchanger arrangement according to Claim 2, wherein the passage orifice is delimited at the top and bottom by the wall regions of the carrying structure, and wherein the wall regions are overlapped at least partially by ~~the~~ upper and lower end regions of the heat exchanger module.

4. (Original) Heat exchanger arrangement according to Claim 1, wherein the front carrying structure comprises a large-size front wall, out of a middle region of which the passage orifice is cut.

5. (Original) Heat exchanger arrangement according to Claim 4, wherein the front wall is a lightweight wall of an extruded profile.

6. (Currently amended) Heat exchanger arrangement on a front carrying structure of a motor vehicle, the front carrying structure having a passage orifice for a cooling-air stream, which extends in a vehicle transverse plane and is delimited on two mutually opposite sides by wall regions of the carrying structure, the wall regions belonging to a deformable zone of the front carrying structure, the heat exchanger arrangement comprising a heat exchanger module which largely overlaps the passage orifice and which is mounted on the front carrying structure in such a way that, in the event of a head-on collision subjecting a region of the passage orifice to stress, said heat exchanger module, while absorbing impact energy, co-operates reinforcingly with the wall regions of the carrying structure, wherein two

mutually opposite end regions of the heat exchanger module are received in guides defined by the carrying structure so that the guides engage around the end regions received in the guides, and wherein the end regions of the heat exchanger module are fastened to the carrying structure approximately over an entire longitudinal extent of the end regions.

7. (Currently amended) Heat exchanger arrangement according to Claim 2, wherein the heat exchanger module is ~~capable of being~~ pushed with the end regions in a manner of a drawer into said guides defined by the carrying structure and ~~of being~~ secured in a pushed-in position via fixing elements.

8. (Currently amended) Heat exchanger arrangement on a front carrying structure of a motor vehicle, the front carrying structure having a passage orifice for a cooling-air stream, which extends in a vehicle transverse plane and is delimited on two mutually opposite sides by wall regions of the carrying structure, the wall regions belonging to a deformable zone of the front carrying structure, the heat exchanger arrangement comprising a heat exchanger module which largely overlaps the passage orifice and which is mounted on the front carrying structure in such a way that, in the event of a head-on collision subjecting a region of the passage orifice to stress, said heat exchanger module, while absorbing impact energy, co-operates reinforcingly with the wall regions of the carrying structure, wherein at least two opposite end regions of the heat exchanger module are received

in guides defined by the carrying structure so that the guides engage around the end regions received in the guides, wherein the heat exchanger module is arranged in front of the passage orifice and projects with ~~at least two opposite~~ the end regions beyond the passage orifice, wherein the heat exchanger module is ~~capable of being~~ pushed with the ~~projecting~~ end regions in a manner of a drawer into ~~associated sliding~~ the guides ~~of the wall regions~~ and ~~of being~~ is secured in a pushed-in position via fixing elements, and wherein the ~~sliding~~ guides are produced in one part with a front wall.

9. (Previously presented) Heat exchanger arrangement according to Claim 1, wherein the heat exchanger module is assigned to a cooling-water circuit of an engine, and wherein at least one further heat exchanger module is arranged in a region of overlap with the heat exchanger module.

10. (Original) Heat exchanger arrangement according to Claim 4, wherein further assemblies are mounted on the front wall.

11. (Previously presented) Heat exchanger arrangement according to Claim 10, wherein the further assemblies include at least a front module arranged in front of the front wall.

12. (Currently amended) Heat exchanger arrangement on a front carrying structure of a motor vehicle, the front carrying structure having a passage orifice for a cooling-air stream, which extends in a vehicle transverse plane and is delimited on two mutually opposite sides by wall regions of the carrying structure, the wall regions belonging to a deformable zone of the front carrying structure, the heat exchanger arrangement comprising a heat exchanger module which largely overlaps the passage orifice and which is mounted on the front carrying structure in such a way that, in the event of a head-on collision subjecting a region of the passage orifice to stress, said heat exchanger module, while absorbing impact energy, co-operates reinforcingly with the wall regions of the carrying structure, wherein the heat exchanger module is arranged in front of the passage orifice and projects with at least two opposite end regions beyond the passage orifice, wherein at least two opposite end regions of the heat exchanger module are received in guides defined by the carrying structure so that the guides engage around the end regions received in the guides, wherein the heat exchanger module is ~~capable of being~~ pushed with the ~~projecting~~ end regions in a manner of a drawer into ~~associated sliding~~ the guides ~~of the wall regions~~ and ~~of being~~ is secured in a pushed-in position via fixing elements, and wherein the ~~projecting~~ end regions and the ~~associated sliding~~ guides ~~form a tongue~~ form tongue and groove ~~arrangement~~ arrangements.

13. (Currently amended) A heat exchanger assembly on a front carrying structure of a motor vehicle, comprising:

a passage orifice for a cooling-air flow extending in a transverse plane,

a heat exchanger module approximately overlapping the passage orifice, and

a front wall region of the front carrying structure having at least two mutually facing side wall regions delimiting the passage orifice,

wherein the heat exchanger module has two mutually opposite end regions operatively connected to the front wall region so that the front wall region and the heat exchanger ~~modules~~ module belong to a deformable zone of the front carrying structure and reinforcingly cooperate with each other in the event of a head-on collision, and

wherein the end regions of the heat exchanger module are received in guides defined by the front wall region ~~are adapted to~~ so that the guides engage around said ~~opposite~~ end regions of the heat exchanger module received in the guides.

14. (Currently amended) A heat exchanger assembly on a front carrying structure of a motor vehicle, comprising:

a passage orifice for a cooling-air flow extending in a transverse plane,

a heat exchanger module approximately overlapping the passage orifice, and

a front wall region of the front carrying structure having at least two mutually facing side wall regions delimiting the passage orifice,

wherein the heat exchanger module has two mutually opposite end regions operatively connected to the front wall region so that the front wall region and the heat exchanger modules belong to a deformable zone of the front carrying structure and reinforcingly cooperate with each other in the event of a head-on collision, and

wherein the heat exchanger module is arranged in the front wall region by sliding the two mutually opposite end regions into associated sliding guides of the front wall region and is secured with fixing devices so that the end regions of the heat exchanger module are received in the guides and the guides engage around the end regions received in the guides.

15. (Currently amended) A vehicle assembly comprising:

a front carrying structure of a motor vehicle having a passage orifice extending in a transverse plane for a cooling-air flow, and a deformable zone having wall regions which delimit the passage orifice on two mutually opposite sides,

a heat exchanger module mounted on the front carrying structure substantially overlapping the passage orifice to thereby absorb impact energy and reinforcingly cooperate with the wall regions in the event of a head-on collision, and

guides defined by the front carrying structure,

~~adapted to engage around~~ wherein respectively associated end regions of the heat exchanger module are received in the guides so that the guides engage around the end regions received in the guides.

16. (Original) The assembly according to Claim 15, wherein at least two opposite end regions of the heat exchanger module project beyond the passage orifice.

17. (Currently amended) A method of making a motor vehicle assembly, comprising:

providing a front carrying structure with a passage orifice extending in a vehicle transverse plane,

delimiting the passage orifice on two mutually opposite sides by wall regions of the carrying structure, said wall regions being part of a deformable zone of the carrying structure,

pushing opposite end regions of a heat exchanger module between guides defined by the carrying structure ~~while the guides engage around the opposite end regions~~, and

securing said heat exchanger module in position on the carrying structure to substantially overlap the passage orifice so that the end regions of the heat exchanger module are received in the guides and the guides engage around the end regions received in the guides and so that, in the event of a head-on collision subjecting a region of the passage orifice to stress, said heat exchanger module absorbs impact energy and cooperates reinforcingly with the wall regions.

18. (Currently amended) A method of making a motor vehicle assembly, comprising:

providing a front carrying structure with a passage orifice extending in a vehicle transverse plane,

delimiting the passage orifice on two mutually opposite sides by wall regions of the carrying structure, said wall regions being part of a deformable zone of the carrying structure, and

mounting a heat exchanger module on the carrying structure to substantially overlap the passage orifice ~~so that, in the event of a head-on collision subjecting a region of the passage orifice to stress, said heat exchanger module absorbs impact energy and cooperates reinforcingly with the wall regions~~, and

~~wherein~~ fastening two mutually opposite end regions of the heat exchanger module ~~are fastened~~ to the carrying structure substantially over an entire longitudinal extent of the end regions so that the end regions of the heat exchanger module are received in the guides and the guides engage around the end regions received in the guides and so that, in the event of a head-on collision subjecting a region of the passage orifice to stress, said heat exchanger module absorbs impact energy and cooperates reinforcingly with the wall regions.

19. (Currently amended) A method of making a heat exchanger assembly on a front carrying structure of a motor vehicle, comprising:

providing a passage orifice for a cooling-air flow which extends in a vehicle transverse plane and is delimited on two mutually opposite sides by wall regions of a deformable zone of the front carrying structure,

providing a heat exchanger module with two opposite end regions,

pushing said opposite ~~ends~~ end regions of said heat exchanger module between guides defined by the carrying structure ~~while the guides engage around the opposite end regions~~, and

securing said heat exchanger module approximately overlapping the passage orifice by arranging the end regions projecting beyond the passage orifice so that the end regions of the heat exchanger module are received in the guides and the guides engage around the end regions received in the guides and so that, in the event of a head-on collision, the heat exchanger module absorbs impact energy and cooperates reinforcingly with the wall regions.